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## MEMORANDUM

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**To:** FILE  
**From:** Caitlin Cameron  
**Subject:** Application ID: 2014-066  
**Date:** 6/2/2014

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**Comments Submitted by: Caitlin Cameron/Planning on 5/28/2014**

May 28, 2014

To: Caitlin Cameron

From: Rebeccah Schaffner

Re: PEZ.2014.-066, Block/Lot #20-F-23, 185 Fore Street

Site Plan Standards

a. Transportation standards

2. Access & Circulation

c. Sidewalks

An easement agreement will be needed to allow public access onto the private portion of the sidewalk

4. Parking

a. Location & Required # of Vehicle Parking Spaces

Unsure why number of spaces secured is above required minimum

Agreement appears to treat all proposed building occupants as tenants of Bateman Partners; if the upper floors are to be independently owned condos unsure this agreement is adequate

b. Location & Required # of Bicycle Parking Spaces

Access to bicycle parking for condo residents is awkward and inconvenient

Would like to see 1 on-street bike hitch moved to Fore Street near residential entrance.

b. Environmental Quality Standards

2. Landscaping & Landscape Preservation

b. Site Landscaping

iii. Street Trees

Proposal does not meet street tree provisions along India Street, trees need to be added here

City Arborist would like to see 2 street trees on India Street and 1 street tree on Fore Street - a waiver shall be required for remainder and a financial contribution for those that cannot be planted on-site.

c. Public Infrastructure & Community Safety Standards

2. Public Safety & Fire Prevention

a. Crime Prevention through Environmental Design

Have lighting and surveillance safety concerns regarding the alleyway between the proposed building and Ocean Gateway Parking Garage

d. Site Design Standards

6. Exterior Lighting

No lighting plan submitted; will want to see a lighting plan consistent with Eastern Waterfront Lighting District standards

Subdivision Review

Sec 14-496 Plat requirements

(b) Recording Plat – A recording plat will be required as part of the final submission

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**Comments Submitted by: Chris Pirone/Fire on**

Construction Management Plan

Streets must maintain a 20' width for Fire Department access at all times.

Fire Hydrants shall not be blocked or enclosed by fencing. A 3' foot clearance must be kept at all times around the fire hydrant.

If gates are locked, a Portland Fire Department Knox padlock must be purchased by the applicant to allow access for the Fire Department.

The Construction Company' emergency contact information shall be posted on the property in case of an after hours emergency.

All construction shall comply with 2009 NFPA 1 Chapter 16 Safeguards During Building Construction, Alteration, and Demolition Operations.

Any cutting and welding done will require a Hot Work Permit from Fire Department.

**Comments Submitted by: Chris Pirone/Fire on**

Exit Discharge

A Life Safety Evacuation Plan shall be submitted with the Building Permit detailing the exiting and waiting area for occupants.

**Comments Submitted by: Chris Pirone/Fire on**

Fire Department Access shall have an unobstructed vertical clearance of not less than 13 ft 6 in.

Vertical clearance shall be permitted to be reduced, provided such reduction does not impair access by fire apparatus, and approved signs are installed and maintained indicating the established vertical clearance when approved.

**Comments Submitted by: Chris Pirone/Fire on**

2009 NFPA 1 18.3 Water Supplies and Fire Hydrants

-If the building has a sprinkler system; fire hydrants must be within 100' but no closer than 40'.

-Fire Department Connections shall not be located where large diameter hose may block egress.

**Comments Submitted by: Chris Pirone/Fire on**

Building

The new building shall not affect the egress or required Fire Department access for the neighboring building.

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**Comments Submitted by: Chris Pirone/Fire on**

**Premises Identification**

The main entrance of the building must be the address for the property. This should be consistent with 911, tax assessor, Inspections Division and future mailing address.

Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer.

If the building entry faces a different street, both the street name and number should be large enough to read from the street.

Address numbers must be a minimum of 4 inches high.

The number should be in Arabic numerals rather than spelled out (for example, "130" instead of "One Hundred and Thirty").

Color: Addresses should be in a color that contrasts with the background.

Whenever possible, should be illuminated.

Provide additional address signs at entrances to the property when the building address is not legible from the public street.

Buildings set back in groups that share common entrances can make quickly locating a specific building and the shortest route difficult. On such sites, additional signs with directional arrows and/or diagrams of the buildings and access layout should be posted.

**Comments Submitted by: Jeff Tarling/City Arborist on 5/30/2014**

Both of these projects 185 Fore Street and 16 Middle Street need to have three trees planted at each site. At 185 Fore Street request one tree along the Fore Street frontage and two along India Street. Due to the recent tree problems at a nearby project that was unable to plant 8 trees due to underground utilities, we have six NEENA tree grates and guards in the City's possession that can be used for this project. It will offer uniformity. We can work with the project team to decide on the recommended tree type. Need to review the sunlight and space availability.

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**Comments Submitted by: David Margolis-Pineo/Civil Engineering on 5/30/2014**

May 30, 2014

Memo To: Caitlin Cameron  
Barbara Barhydt  
From: David Margolis-Pineo  
Re: 167 Fore Street – Review Comments 2014-066  
Department of Public Services

1. Applicant will need to execute a pedestrian access easement with the City to allow public access onto the applicant's property.
2. Please show where snow will be stored or indicate how snow will be handled.
3. If a general note does not currently exist, please add a note stating that all work within the road right of way will follow City of Portland Technical Manual standards.
4. If the first floor retail area will be serving prepared food products, a grease removal unit may be necessary. If so, the applicant should contact Frank Brancely for guidance. 854-8832.
5. The applicant is requested to place additional bike parking on Fore St in the proximity to office/retail door and to locate towards the back of the sidewalk and away from the curb line.  
Bike rack spacing guidelines:
  - If bike racks are located next to and parallel to the building, they shall be a minimum of 30" from the building (36" preferred). The minimum spacing between racks (on center) shall be 6'.
  - If bike racks are located next to and perpendicular to the building, they shall be a minimum of 48" (on center) from the building (60" preferred). The minimum spacing between racks (on center) shall be 36" (48" preferred).
  - If bike racks are placed at the curb and parallel to the curb, they shall be located a minimum of 24" from the back of curb (36" preferred). The minimum spacing between racks (on center) shall be 6'. They should be placed/spaced to avoid car doors opening based upon expected parking spacing.Bike racks may not be placed when bicycles are parked to reduce the clear sidewalk width below 5'.
6. If the proposed build's footings encroach the street right of way, an easement from the City will be required.
7. The four property corners shall have property pins set by a registered land surveyor prior to issuance of an occupancy permit.
8. Both of the cross walk ramps at the corner of Hancock and Middle Street do not meet current City of Portland standards. The applicant is requested to rebuild these two ramps to meet current City standards.
9. The applicant is requested to direct all site stormwater drainage into the catchbasin at the corner of India and Fore St. The penetration to the catchbasin shall be core drilled with a snap in boot connection.
10. The City is reviewing wiring options for the proposed three new street lights. It is the City's intent to acquire ownership of these lights. Therefore a meter may be necessary for power billing purposes. The applicant should verify that the light specified for this location meets City of Portland lighting standards.

The Department has no further comments at this time.

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**Comments Submitted by: David Margolis-Pineo/Civil Engineering on 6/2/2014**

Bike racks within the public ROW/easement areas (can also be used for parking internal to the site):

\* If bike racks are placed at the curb and parallel to the curb, they shall be located a minimum of 24" from the back of curb (36" preferred). The minimum spacing between racks (on center) shall be 6'. They should be placed/spaced to avoid car doors opening based upon expected parking spacing.

\* If bike racks are located next to and parallel to the building, they shall be a minimum of 30" from the building (36" preferred). The minimum spacing between racks (on center) shall be 6'.

\* If bike racks are located next to and perpendicular to the building, they shall be a minimum of 48" (on center) from the building (60" preferred). The minimum spacing between racks (on center) shall be 36" (48" preferred).

\* Bike racks be may not be placed when bicycles are parked to reduce the clear sidewalk width below 5'.

\* Bike are to be located in closer proximity to primary entrances to the building. The primary entrances appear to be on Middle Street.

Curb ramps:

Curb ramps must be designed in detail showing the dimensions of tipdown curbs, flush curb and dimensions of detectable warning panels. Also show the location of any drainage structures and utilities that may impact curb ramp location and design.

**Comments Submitted by: Caitlin Cameron/Design Review on 5/29/2014**

Additional drawings were requested from architect in order to complete design review (5/23).

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**Comments Submitted by: Caitlin Cameron/Design Review on 5/29/2014**

Design Review (5/27 Caitlin Cameron, Alex Jaegerman, Barbara Barhydt):

B5b Standards (Design Manual):

1a) Shared Infrastructure: Meets the requirement. Is any physical connection between this building and the parking garage (it does not appear to be the case)? Please clarify access points to garage.

1b)  
- Why is the building set back so far on India Street?  
1c) Overall, the project does not, yet, create an adequately active and engaging facade on India Street. Because it appears the use on the ground floor is office rather than retail/restaurant, design elements that have a dialogue with the street are important (entries, transparency, lighting, proximity to street, etc.) An additional reference about ground floor facade design is Michele Reeves' lecture "Good Design is Good for Business" which can be found here:

<http://www.portlandmaine.gov/1114/India-Street>

<http://www.youtube.com/watch?v=18cK5gzLOpc&feature=youtu.be&t=40s>

- What is the visible transmittance of the glass?
  - Please clarify the materials on the India Street facade, ground level (rendering shows brick/solid while plan shows windows)
  - Please clarify the cafe space - is that the kitchen for the office? How is it planned to be used?
  - Please provide more details on the awnings proposed (material, color, size)
  - What is the facade lighting plan?
- 1d) Not applicable

Multi-family Standards (Design Manual):

1a1) The project is located several blocks away from the typical residential buildings. The form and height, porches and facade variation do a good job of mediating the different scales and building characters around it. However, there are a couple of points that we feel do not, yet, meet the intent of the standard:

- We are concerned about authenticity of materials and durability of the thin brick and EIFS for the facade and cornice.
- Additional visual interest and dialogue with the streetscape is needed on India Street

1a2) We appreciate the infill nature of this project and its location is very important in how it contributes to and improves the streetscape on India Street.

- Building placement could be closer to the street
- Street trees and/or landscaping should be provided to enhance the streetscape on India Street
- Is there potential for a more prominent entrance on India Street?

1a3) Not applicable

1a4) Meets the requirement.

1a5) Not applicable

1a6) Not applicable

Additional comments/questions:

- 1) Please clarify the ADA access within the ground floor retail space
- 2) If footings of the building cross the property line, a license is needed

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**To:** FILE  
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**Comments Submitted by: Marge Schmuckal/Zoning on 6/3/2014**

It is noted that the original input CBL was changed to reflect the appropriate lot that this project is to be built on.

This retail and six unit residential building is located in the B-5b zone. It is important to note that the front of the building faces Fore Street. That is where the maximum front setback is required. Because of the angle of Fore Street to the building points of the building are setback along the front. However, my scaling showed that the building is not setback more than 10 feet.

All other B-5b dimensional requirements are being met. The maximum building height is 65' and the given height is approximately 60.29 feet. The architect showed me how the average grade was determined and I accept that.

Section 14-332.1(g) exempts B-5 zones (which I interpret to include the B-5b zones) from meeting having to meet any parking requirements under zoning.

Separate permits will be required for signage and HVAC systems. The HVAC systems shall meet the maximum allowable noise requirements. When permits are applied for, it will be necessary to show decibel outputs for any units.

Marge Schmuckal  
Zoning Administrator